

Abstract

Interconnected train cars (ZUV) with at least two rail vehicles (WA1, WA2) coupled to each other, between which there is a passage (UEB) with at least two gangway bellows (WB1, WB2), which can be connected to each other and which each have several bellows frames (BR1, BR2, BR3, BR4), and the passage (UEB) has additional passage plates (UB1, UB2, UB3, UB4) and a support (ABS) for the passage plates (UB1, UB2, UB3, UB4), with this support being able to move on a sliding plate (GLP) arranged between the rail vehicles (WA1, WA2) above a coupling device (KUP), wherein there is at least one pile-up prevention device (AC1, AC2) at the end regions of the rail vehicles (WA1, WA2) coupled to each other, with the pile-up prevention devices (AC1, AC2) each extending essentially over the entire vehicle width, the bottom edges of the bellows frames (BR1, BR2, BR3, BR4) being arranged over the upper edges of the pile-up prevention devices (AC1, AC2), and the sliding plate (GLP) being arranged under the bottom edge of the pile-up prevention devices (AC1, AC2).

[No figures given.]